

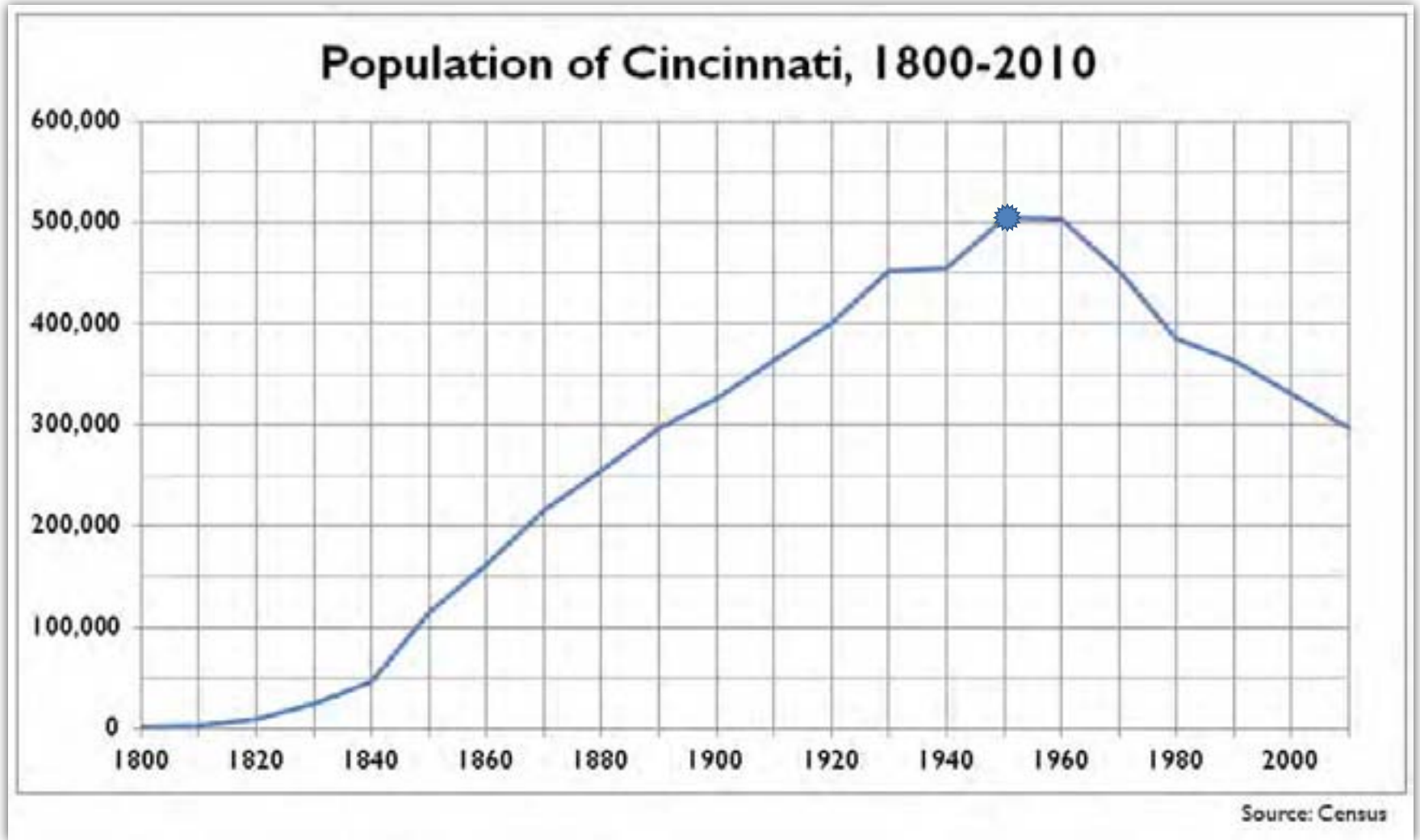
CINCINNATI STREETCAR

WHY WE'RE BUILDING IT
WHERE WE'VE BEEN
WHERE WE ARE
WHAT'S NEXT

WHY WE'RE BUILDING IT

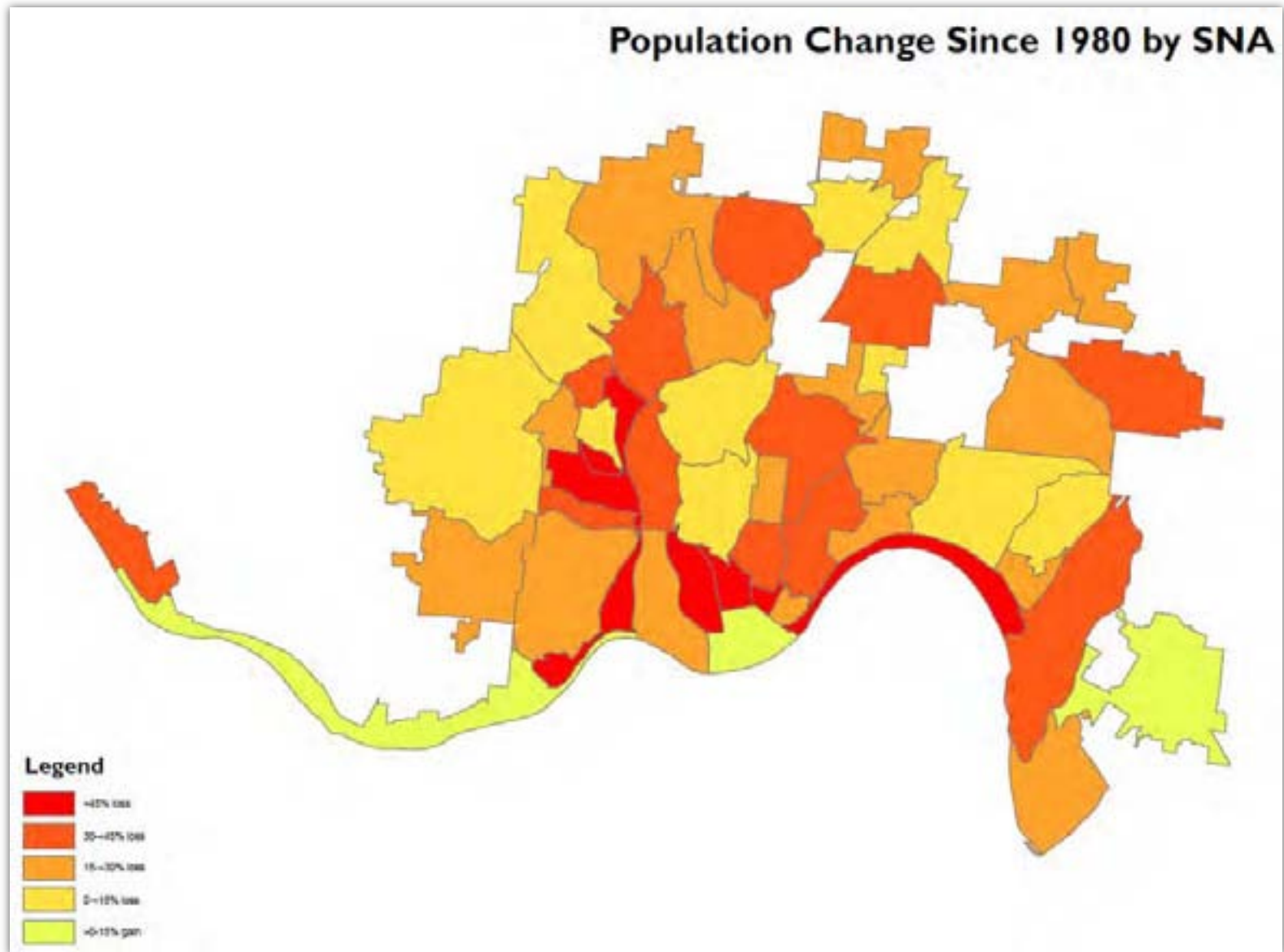
A SOLUTION TO A PROBLEM

DECLINING POPULATION



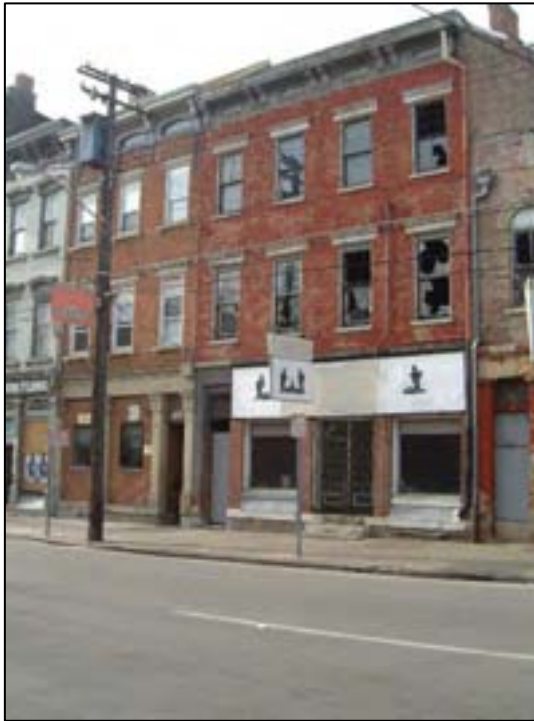
WHY WE'RE BUILDING IT

URBAN FLIGHT



WHY WE'RE BUILDING IT

DECLINING BUSINESS



WHY WE'RE BUILDING IT

LAGGING COMPETITIVELY



WHY WE'RE BUILDING IT

NEGATIVELY IMPACTS TAX BASE



WHY WE'RE BUILDING IT

WHAT WE NEED: PEOPLE



WHY WE'RE BUILDING IT

WHAT WE NEED: BUSINESSES



WHY WE'RE BUILDING IT

WHAT WE NEED: DEVELOPMENT



WHY WE'RE BUILDING IT

How do we do it?

EXPERT ANALYSIS: GO Cincinnati

“At present, Cincinnati and the region’s one size fits all transportation systems undermine continued economic growth and the creation of livable communities. In addition, the **inadequate public transportation system puts Cincinnati and the region at a very serious competitive disadvantage.**”

- GO Cincinnati Growth & Opportunities Study Final Report, p. 59

EXPERT ANALYSIS: GO Cincinnati

“...the City should **aggressively pursue establishing a streetcar system**, the first phase of which should **link Downtown and Uptown**, the city’s two leading job generation areas.”

- GO Cincinnati Growth & Opportunities Study Final Report, p. 61

COMMUNITY VISION: Agenda 360

“...streetcars in other cities have shown to bring new people to an area. Streetcars attract people who don't ride buses. They are popular with young professionals, who tend to live in and near urban areas.”

- Agenda 360 Report

COMMUNITY VISION: Plan Cincinnati



WHY WE'RE BUILDING IT

...AND MORE

15 plans & studies since 1998 have included streetcar:

- Conceptual Bus Staging and Light Rail Transit Alternatives, 1998
- I-71 Corridor Transportation Study Major Investment Study, 1998
- Eastern Corridor Major Investment Study, 1999
- Central Riverfront Urban Design Master Plan, 2000
- Cincinnati Riverfront Transit Rail Study, 2001
- Central Area Loop Study, 2001
- MetroMoves Regional Transit Plan, 2002
- I-71 Preliminary Engineering/ Draft Environmental Impact Statement (DEIS) Light Rail Transit, Revised 2003
- North South Transportation Initiative (NSTI), 2004
- GO Cincinnati, 2008
- OTR Comprehensive Plan, 2002
- Uptown Transportation Study
- Cincinnati Climate Protection Plan, 2008
- OKI Long Range Plan
- Plan Cincinnati, 2012

WHY WE'RE BUILDING IT

...so we've pursued a streetcar.



Smart Growth America

Making Neighborhoods Great Together

CASE STUDY: PORTLAND STREETCAR

SMART GROWTH

Smart growth means building urban, suburban and rural communities with housing and transportation choices near jobs, shops and schools.

These strategies support thriving local economies and protect the environment.

Nobody would want to live there.



Aspen, CO

It just doesn't work here.



Pearl District, Portland, OR

CONTEXT

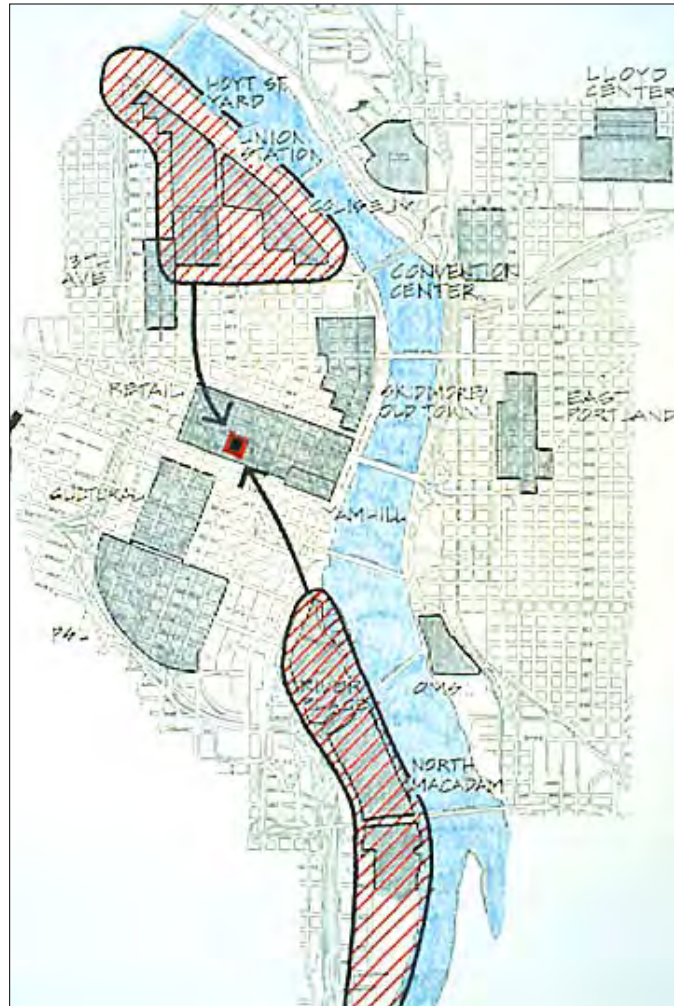
- Regional transit investment
- Central City Revitalization
- Why a streetcar?



REGIONAL TRANSIT INVESTMENT



A PLAN TO CONNECT...



A LIVELY DOWNTOWN...



TO NEW NEIGHBORHOODS



ENCOURAGE REDEVELOPMENT



BEFORE...

...AND AFTER



SHAPE NEW DEVELOPMENT



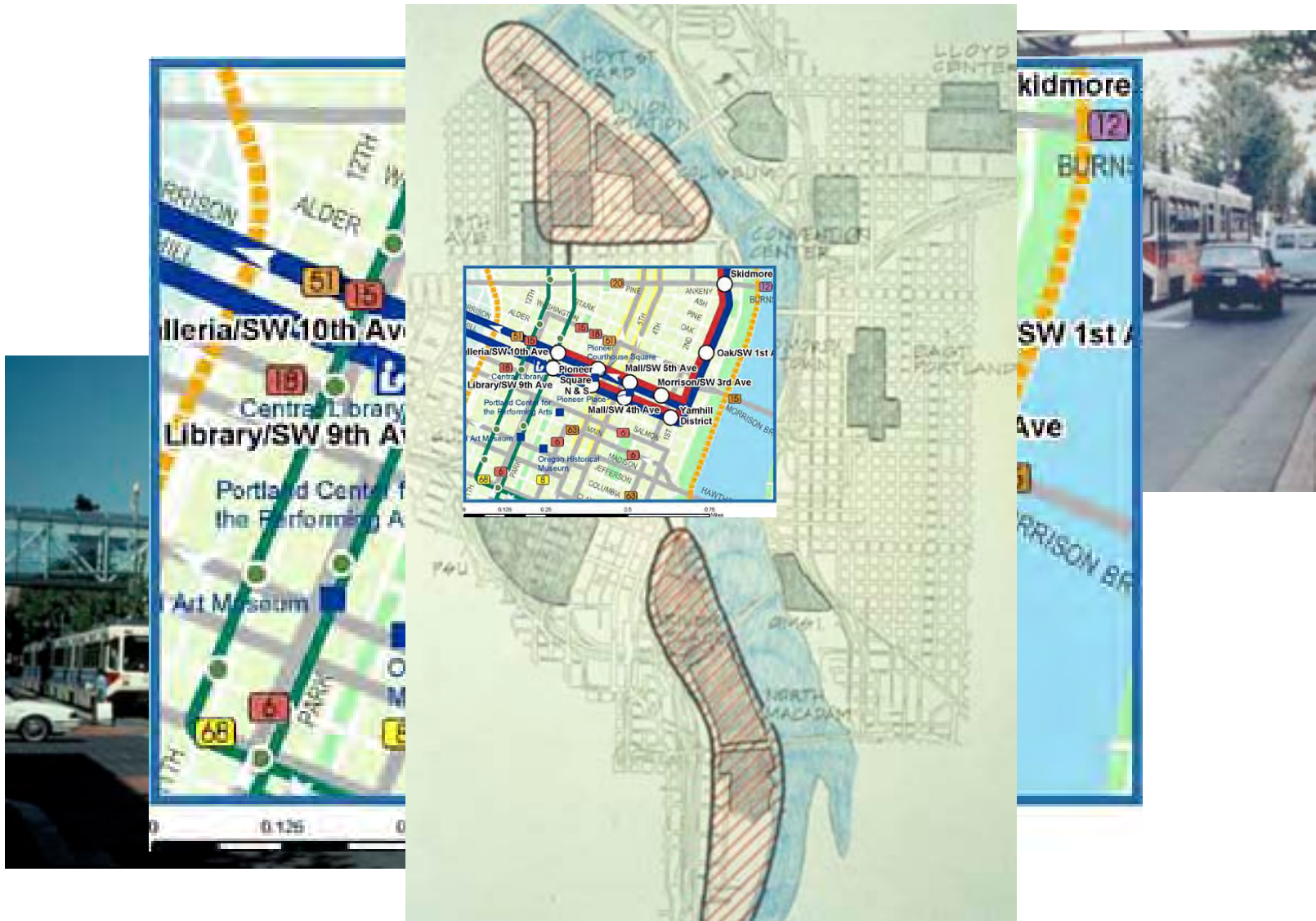
FACILITATE PEDESTRIAN-ORIENTED DESIGN



Why a streetcar? Why not a bus?



Why a streetcar? Why not more Max?



Why a streetcar? Why not more Max?



WHY A STREETCAR?

- Convey permanence and commitment; serve as a catalyst for development
- Link neighborhoods
- Contribute toward a thriving, 24-hour community
- Concentrate urban services, conserve energy, reduce the need for expensive infrastructure, protect air quality
- Build upon lessons learned about successful land use and development in Portland

THE STREETCAR ETHIC

If it is to happen, the system must be economical to build and economical to operate. Consequently, there are four critical design principals:

- Use available rights-of-way
- Limit the investment to the essentials
- Utilize, to the extent possible, “off-the-shelf” equipment
- Operate the system in an efficient, safe, no-frills basis

Not Just Transportation...



But a Powerful Tool



For Urban Livability



Moving People...



Shaping Places...



THANK YOU!

rmillar@smartgrowthamerica.org

www.smartgrowthamerica.org



VISION: UPTOWN TO THE RIVER



- Links major employment centers & attractions
- Fosters redevelopment in strategic areas
- Attracts new residents
- Creates jobs, expands tax base

WHY WE'RE BUILDING IT

STREETCAR = DEVELOPMENT

ELEVATES land currently used for parking to higher & better use

ACCELERATES housing & commercial development

BUILDS ON success in Downtown & Over the Rhine



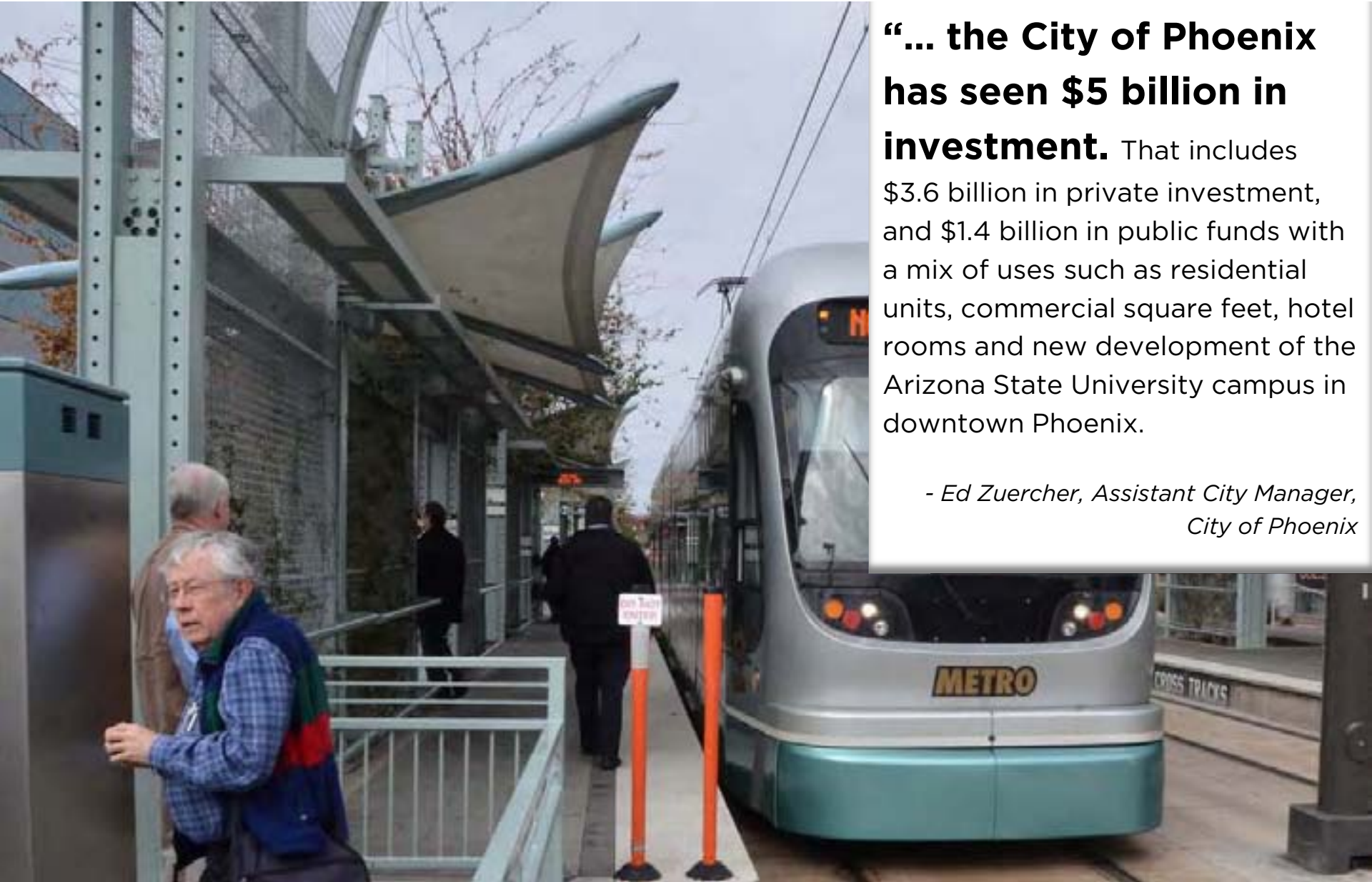
WHY WE'RE BUILDING IT

STREETCAR = DEVELOPMENT

CASE STUDY: Phoenix

“... the City of Phoenix has seen \$5 billion in investment. That includes \$3.6 billion in private investment, and \$1.4 billion in public funds with a mix of uses such as residential units, commercial square feet, hotel rooms and new development of the Arizona State University campus in downtown Phoenix.

*- Ed Zuercher, Assistant City Manager,
City of Phoenix*



STREETCAR = PEOPLE

ENABLES denser, mixed-use development

REINFORCES Cincinnati's walkability

DECREASES DEVELOPMENT COSTS through reduced parking needs



WHY WE'RE BUILDING IT

STREETCAR = PEOPLE CAPITALIZE ON MARKET DEMAND

“...the city has yet to fully realize that **the market has now changed in favor of walkable urban development** giving cities a natural advantage...but this advantage **needs the proper infrastructure to benefit** from it.”

- Chris Leinberger, researcher for GO Cincinnati

NOT JUST FOR YPs



WHY WE'RE BUILDING IT

STREETCAR = JOBS

ENCOURAGES private investment through certainty of permanent, fixed rails

Buses & other transportation-oriented investments lack proven record of attracting influx of business

CONNECTS region's largest employment centers of Downtown & Uptown



WHY WE'RE BUILDING IT

CASE STUDY: Seattle & Amazon.com

"Proximity to public transportation was an important factor in Amazon's decision to move. The company's headquarters complex in South Lake Union will be on the new Seattle Streetcar line, which also connects riders to the bus tunnel and light rail."

- Ada Healey, V.P. of Real Estate, Vulcan Real Estate, as quoted in Site Selection Magazine, March 10, 2008



WHY WE'RE BUILDING IT

COMPETITIVE NECESSITY: OTHER CITIES' COMMITMENTS



WHY WE'RE BUILDING IT

COMPETITIVE NECESSITY: OTHER CITIES PLANNING STREETCARS



WHY WE'RE BUILDING IT

JOBS + DEVELOPMENT + PEOPLE = REVENUE



WHY WE'RE BUILDING IT

The vision has not changed.

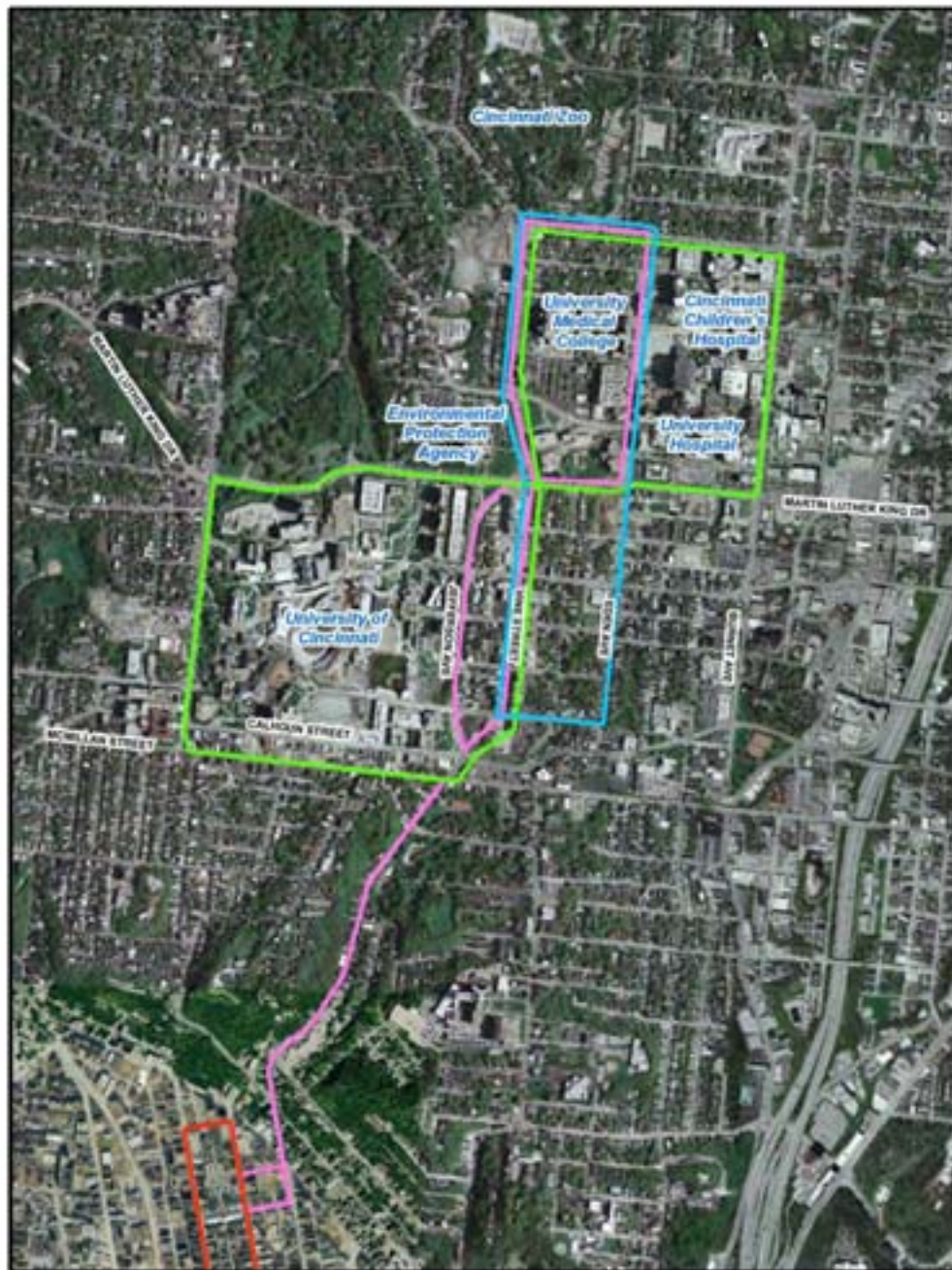
Only the approach...

PHASE 2: POSSIBLE ROUTES

Phase 2 will connect
Uptown & Downtown

and

Phase 2 will circulate
through Uptown area.



WHY WE'RE BUILDING IT

ULTIMATE GOAL: NEIGHBORHOOD TRANSIT NETWORK



WHY WE'RE BUILDING IT

ULTIMATE GOAL: NEIGHBORHOOD TRANSIT NETWORK

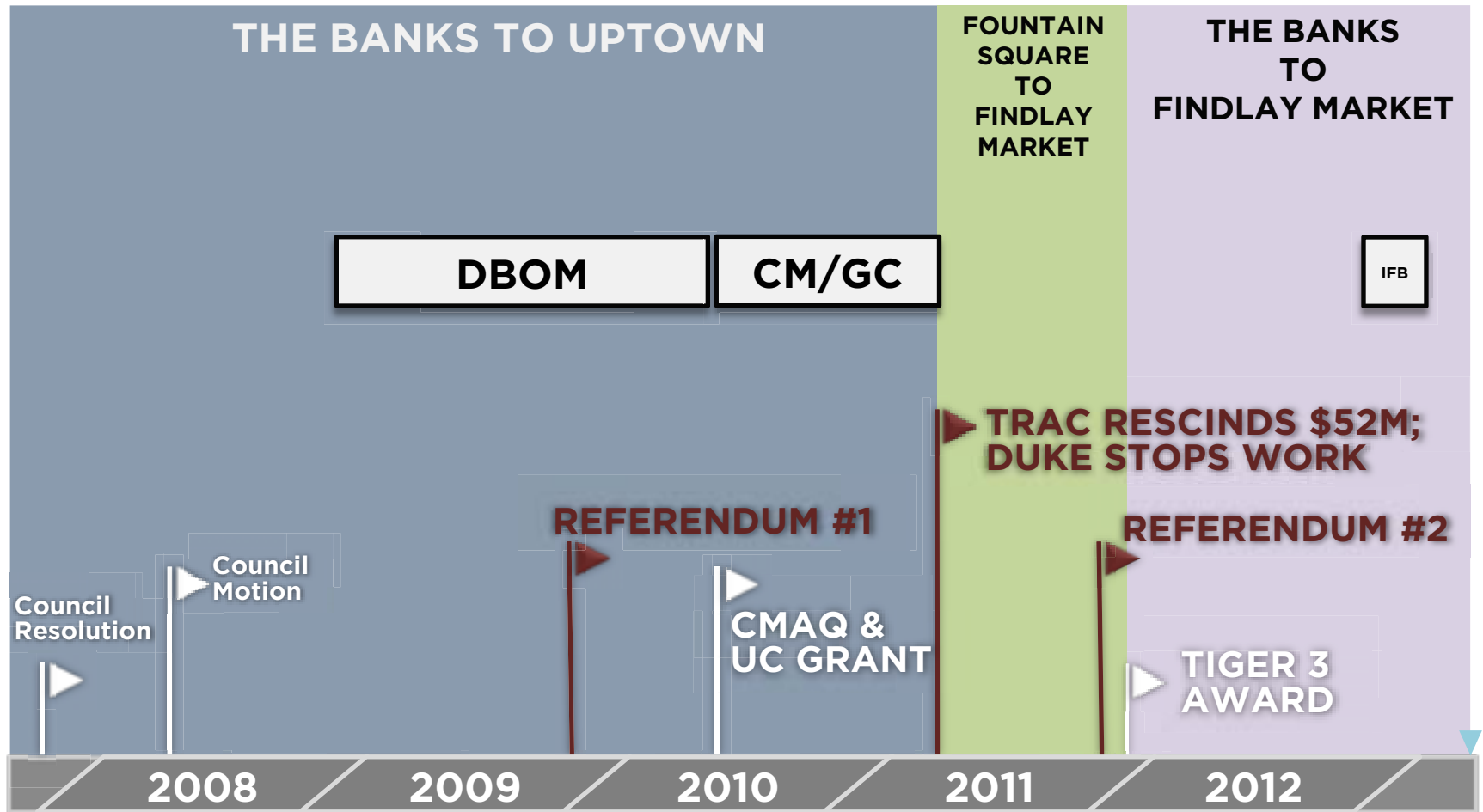


WHY WE'RE BUILDING IT

HOW WE GOT HERE

OBSTACLES ALONG THE ROUTE

CHANGES TO PROJECT SCOPE



HOW WE GOT HERE

WHERE WE ARE TODAY

WORK IN PROGRESS & BID REVIEW

5 MAJOR AREAS FOR PASSENGER SERVICE

VEHICLES

MAINTENANCE FACILITY

OVERHEAD POWER

RAIL

UTILITY RELOCATION & CONSTRUCTION

WHERE WE ARE

VEHICLES



WHY WE'RE BUILDING IT

MAINTENANCE FACILITY



WHY WE'RE BUILDING IT

UTILITY RELOCATION



WHY WE'RE BUILDING IT

BID REVIEW & ANALYSIS

INTERNAL PROJECT TEAM REVIEW

City, SORTA, Parsons Brinckerhoff & ME Companies

FEDERAL TRANSIT ADMINISTRATION REVIEW

FTA & Project Management Oversight Consultant

APTA PEER REVIEW

Denver, Atlanta, Washington DC & Baltimore

WHERE WE ARE

ALL AGREED:

Construction estimates failed to capture true costs

Low bidder's pricing = lowest price City likely to receive

Rebidding very likely to bring higher costs

Budget gap cannot be closed using cuts alone

City cannot negotiate new pricing

THIS IS A STRONG STREETCAR PROJECT.

WHAT'S NEXT

OPTIONS

REBID THE PROJECT

UNLIKELY TO LOWER COSTS

ADDS DELAY (and time is money)

\$22.7 MILLION + ?? COSTS

TERMINATION: ESTIMATED COSTS

\$19.7 MILLION

Expenses to date

+\$14.2 MILLION

Estimated close-out costs

+\$38.1 MILLION

Return unspent federal grants

=\$72 MILLION

LONG-TERM FALLOUT

Negative effects on future federal transportation grant requests, including Bus Rapid Transit & Brent Spence Bridge

WHAT'S NEXT

TERMINATION: INTANGIBLES

Loss of transit network momentum

Failure to deliver on citizens' vision

Broken promise to residents & businesses

Lack of follow-through on 15 plans & studies

Falling behind among national competitors

WHAT'S NEXT

GOING FORWARD

\$22.7 MILLION

Gap between estimate, lowest bid

-\$5.3 MILLION

Cost savings from review

=\$17.4 MILLION

If Messer can honor bid

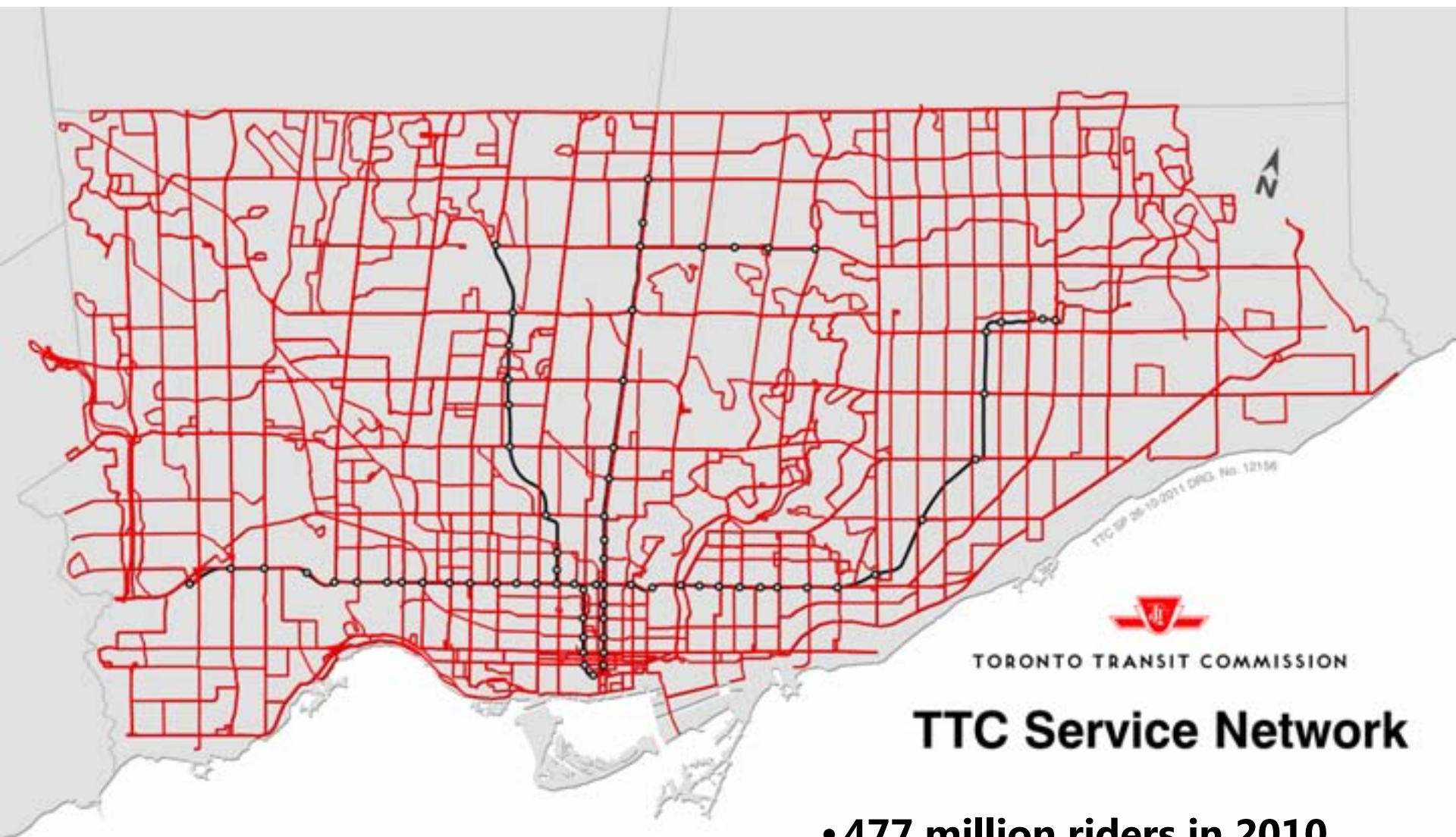
WHAT'S NEXT

Councillor Karen Stintz
Chair, Toronto Transit Commission

Why Light Rail?



Cincinnati – April 29, 2013




TORONTO TRANSIT COMMISSION

TTC Service Network

- 477 million riders in 2010
- 528 million riders in 2013
- 10.6% increase in three years



Red lines are Streetcar lines
248 streetcars (1977-1989)

City-building in an era of fiscal prudence

Investments in transit & transportation infrastructure are critical

- *Long overdue*
- *Most important contributor to the economic growth of a community, city and region*
- *Proximity to transit is a key contributor to improved quality of life, mobility and freedom of movement*
- *Transit brings jobs*
- *Contributes to a sustainable community, city and region*
- *Toronto's economically disadvantaged regions rely on the lowest-order of transit; that must change*
- TRANSIT MAKES OUR CITY LIVABLE AND CONNECTS IT AS ONE.

Why Give Priority to Transit?

- **TTC's King 504 Streetcar moves about 70,000/day**
- **TTC's streetcar network moves about 250,000/day**
- **What is the best way to move 40 people?**



Toronto's Current Streetcars



Toronto's New Streetcars



Toronto's New Streetcars

- 189 light rail vehicles -- 100% low-floor, to replace our CLRV/ALRV streetcars
- Total value -- \$1.25 billion
- Anticipated Delivery -- 2012 – 2018





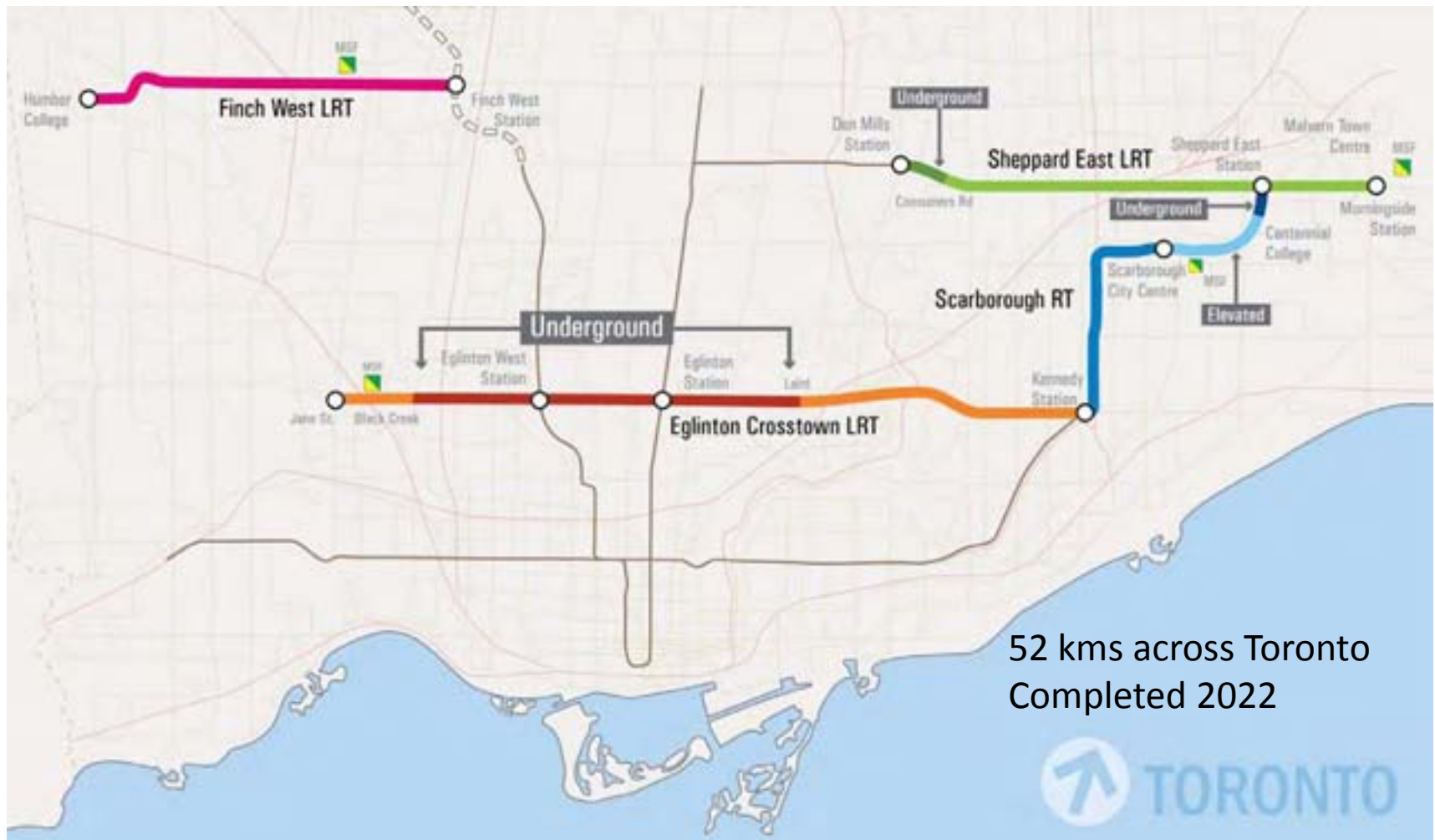
We Needed It 20 Years Ago



- You can't expect people to abandon their cars until you provide a transit system that serves people even better. Buy-in takes time.
- We are proud of what Toronto has and what it is now improving upon.



Metrolinx/TTC Light Rail Project



Light Rail Vehicles



